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**AMENDMENTS TO THE CLAIMS:**

This listing of claims replaces all prior versions and listings of claims in the application:

**LISTING OF CLAIMS:**

1. (Previously Presented) A vehicle including an integrated operator workspace, comprising:

a base having a first longitudinal edge and a second longitudinal edge, the first longitudinal edge of the base includes a first raised platform, the first raised platform includes a first fender-well of the vehicle;

a first operator station of a plurality of operator stations located adjacent to the first longitudinal edge of the base, the first operator station includes a first seat mounted on the first fender-well;

a second operator station of the plurality of operator stations located adjacent to the second longitudinal edge of the base; and

a plurality of electronic equipment coupled to the first operator station and the second operator station, wherein the first operator station and the second operator station are separated by a first predetermined space for permitting substantially unimpeded ingress and egress of the

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integrated operator workspace by at least a first user operating at the first operator station and at least a second user operating at the second operator station.

2. (Original) The integrated operator workspace of claim 1, wherein the vehicle includes a highly mobile multi-wheeled vehicle.

3 to 5 (Cancelled)

6. (Previously Presented) The integrated operator workspace of claim 1, wherein the first seat is mounted on the first fender-well substantially facing a direction of travel of the vehicle.

7. (Original) The integrated operator workspace of claim 6, wherein the first seat includes at least one arm rest having a removeably mounted first computer interface adapted to communicate with the plurality of electronic equipment.

8. (Original) The integrated operator workspace of claim 7, wherein the first operator station further includes at least one display slidably mounted on a first mounting-post and being in a communication relationship with the plurality of electronic equipment.

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9. (Original) The integrated operator workspace of claim 8, further including at least one electrical raceway coupled between the first mounting-post and the plurality of electronic equipment and traversing above and substantially along the first longitudinal edge of the base.

10. (Original) The integrated operator workspace of claim 9, wherein the at least one electrical raceway includes a plurality of electrically isolated chambers adapted to minimize electrical cross-talk between data buses disposed in at least a first electrically isolated chamber and at least a second electrically isolated chamber of the plurality of electrically isolated chambers of the at least one electrical raceway.

11. (Original) The integrated operator workspace of claim 1, wherein the second longitudinal edge of the base includes a second raised platform.

12. (Original) The integrated operator workspace of claim 11, wherein the second raised platform includes a second fender-well of the vehicle.

13. (Original) The integrated operator workspace of claim 12, wherein the second operator station includes a second seat mounted on the second fender-well.

14. (Original) The integrated operator workspace of claim 13, wherein the second seat is mounted on the second fender-well substantially facing a direction of travel of the vehicle.

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15. (Original) The integrated operator workspace of claim 14, wherein the second seat includes at least one arm rest having a removeably mounted second computer interface adapted to communicate with the plurality of electronic equipment.

16. (Original) The integrated operator workspace of claim 15, wherein the second operator station further includes at least one display slidably mounted on a second mounting-post and being in a communication relationship with the plurality of electronic equipment.

17. (Original) The integrated operator workspace of claim 16, further including at least one electrical raceway coupled between the second mounting-post and the plurality of electronic equipment and traversing above and substantially along the second longitudinal edge of the base.

18. (Original) The integrated operator workspace of claim 17, wherein the at least one electrical raceway includes a plurality of electrically isolated chambers adapted to minimize electrical cross-talk between data buses disposed in at least a first electrically isolated chamber and at least a second electrically isolated chamber of the plurality of electrically isolated chambers of the at least one electrical raceway.

19. (Currently Amended) A vehicle comprising:

a body;

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~~a motor~~ an engine disposed within the body and configured to move the vehicle; and  
an integrated operator workspace disposed within the body, the integrated operator workspace comprising:

a base having a first longitudinal edge and a second longitudinal edge, the first longitudinal edge of the base comprises a first raised platform;

a first operator station located adjacent to the first longitudinal edge of the base;

a second operator station located adjacent to the second longitudinal edge of the base; and

electronic equipment coupled to the first operator station and the second operator station, wherein the first operator station and the second operator station are separated by a first predetermined space for permitting substantially unimpeded ingress and egress of the integrated operator workspace by at least a first user operating at the first operator station and at least a second user operating at the second operator station.

20. (Previously Presented) The integrated operator workspace of claim 19 wherein the vehicle is a highly mobile multi-wheeled vehicle.

21. (Cancelled)

22. (Currently Amended) The integrated operator workspace of claim 19 ~~21~~ wherein the first raised platform comprises a first fender-well of the vehicle.

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23. (Previously Presented) The integrated operator workspace of claim 22 wherein the first operator station comprises a first seat mounted on the first fender-well.

24. (Previously Presented) The integrated operator workspace of claim 23 wherein the first seat is mounted on the first fender-well substantially facing a direction of travel of the vehicle.

25. (Previously Presented) The integrated operator workspace of claim 24 wherein the first seat comprises at least one arm rest having a removeably mounted first computer interface adapted to communicate with the electronic equipment.

26. (Previously Presented) The integrated operator workspace of claim 25 wherein the first operator station further comprising at least one display slidably mounted on a first mounting-post and being in a communication relationship with the electronic equipment.

27. (Previously Presented) The integrated operator workspace of claim 26, further including at least one electrical raceway coupled between the first mounting-post and the electronic equipment and traversing above and substantially along the first longitudinal edge of the base.

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28. (Previously Presented) The integrated operator workspace of claim 27 wherein the at least one electrical raceway comprises electrically isolated chambers adapted to minimize electrical cross-talk between data buses disposed in at least a first electrically isolated chamber and at least a second electrically isolated chamber of the electrically isolated chambers of the at least one electrical raceway.

29. (Previously Presented) The integrated operator workspace of claim 19 wherein the second longitudinal edge of the base comprises a second raised platform.

30. (Previously Presented) The integrated operator workspace of claim 29 wherein the second raised platform comprises a second fender-well of the vehicle.

31. (Previously Presented) The integrated operator workspace of claim 30 wherein the second operator station comprises a second seat mounted on the second fender-well.

32. (Previously Presented) The integrated operator workspace of claim 31 wherein the second seat is mounted on the second fender-well substantially facing a direction of travel of the vehicle.

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33. (Previously Presented) The integrated operator workspace of claim 32 wherein the second seat comprises at least one arm rest having a removeably mounted second computer interface adapted to communicate with the plurality of electronic equipment.

34. (Previously Presented) The integrated operator workspace of claim 33 wherein the second operator station further comprising at least one display slidably mounted on a second mounting-post and being in a communication relationship with the electronic equipment.

35. (Previously Presented) The integrated operator workspace of claim 34, further comprising at least one electrical raceway coupled between the second mounting-post and the electronic equipment and traversing above and substantially along the second longitudinal edge of the base.

36. (Previously Presented) The integrated operator workspace of claim 35 wherein the at least one electrical raceway comprises a electrically isolated chambers adapted to minimize electrical cross-talk between data buses disposed in at least a first electrically isolated chamber and at least a second electrically isolated chamber of the electrically isolated chambers of the at least one electrical raceway.

37. (Previously Presented) A vehicle comprising:

an integrated operator workspace, the integrated operator workspace comprising:



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a base having a first longitudinal edge and a second longitudinal edge, the first longitudinal edge of the base comprises a first raised platform, the first raised platform comprises a first fender-well of the vehicle, the second longitudinal edge of the base comprises a second raised platform;

a first operator station located adjacent to the first longitudinal edge of the base, the first operator station comprises a first seat mounted on the first fender-well;

a second operator station located adjacent to the second longitudinal edge of the base; and

electronic equipment coupled to the first operator station and the second operator station, wherein the first operator station and the second operator station are separated by a first predetermined space for permitting substantially unimpeded ingress and egress of the integrated operator workspace by at least a first user operating at the first operator station and at least a second user operating at the second operator station.

38 to 39 (Cancelled)

40. (Currently Amended) The integrated operator workspace of claim 39 37 wherein the first seat is mounted on the first fender-well substantially facing a direction of travel of the vehicle.

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41. (Previously Presented) The integrated operator workspace of claim 40, wherein the first seat comprises at least one arm rest having a removeably mounted first computer interface adapted to communicate with the plurality of electronic equipment.

42. (Previously Presented) The integrated operator workspace of claim 41 wherein the first operator station further comprising at least one display slidably mounted on a first mounting-post and being in a communication relationship with the electronic equipment.

43. (Previously Presented) The integrated operator workspace of claim 42, further comprising at least one electrical raceway coupled between the first mounting-post and the plurality of electronic equipment and traversing above and substantially along the first longitudinal edge of the base.

44. (Previously Presented) The integrated operator workspace of claim 43 wherein the at least one electrical raceway comprises electrically isolated chambers adapted to minimize electrical cross-talk between data buses disposed in at least a first electrically isolated chamber and at least a second electrically isolated chamber of the electrically isolated chambers of the at least one electrical raceway.